

RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. XV.

RIO DE JANEIRO, JUNE 15TH, 1888

NUMBER 17

Official Directory

AMERICAN LEGATION.—157, Rua das Lavareiras.
THOMAS J. JARVIS,
Minister.
BRITISH LEGATION.—Travessa de D. Manoel, No. 8.
GEORGE H. WYNDHAM,
Minister.
AMERICAN CONSULATE GENERAL.—No. 150, Rua do
Ovidor, 1st floor. H. CLAY ARMSTRONG,
Consul General.
BRITISH CONSULATE GENERAL.—No. 8, Travessa
de D. Manoel. GEORGE THORNE RICKETTS,
Consul General.

Church Directory

CHRIST CHURCH.—Rua do Evaristo da Veiga. Divine
Service every Sunday at 11 a.m. and on the 2nd and 4th
Sundays in each month at 8 p.m.
H. MOSLEY, M.A., Chaplain.
N.B.—All notices should be sent to
ALBERT ALLEN, Clerk, No. 6, Rua Humaitá.
METHODIST EPISCOPAL CHURCH.—Largo do Catete.
English services: Sunday School at 10 a.m. preaching at
11:30 a.m. on Sundays, and at 7:30 p.m. on Fridays.
H. C. TUCKER, Pastor.
Portuguese services: Sunday School at 10 a.m., preaching
7:30 p.m. Sundays, prayer-meeting, 7:30 p.m. Wednesdays.
J. W. TARRON, Pastor.
Residence: Rua da Princesa Imperial No. 18.
PRESBYTERIAN CHURCH.—No. 15 Travessa da Barreira.
Services in Portuguese at 11 o'clock, a.m., and 7 o'clock,
p.m., Sundays; and at 7 o'clock p.m., Thursdays.
BAPTIST CHURCH.—Rua de Conde d'Eu, No. 122.
Services in Portuguese every Sunday at 11 o'clock, a.m.,
and 7 o'clock, p.m.; and every Wednesday at 7 o'clock
p.m. Sunday School at 10 o'clock, a.m.
W. B. BAGBY, Pastor.
Residence: Rua de Santos Rodrigues N. 6.
IGREJA EVANGELICA FLUMINENSE.—No. 175, Rua
de S. Joaquina. Services in Portuguese at 10 o'clock,
a.m., and 6 o'clock, p.m., every Sunday; and at 7 o'clock,
p.m., on Wednesdays. Sunday school at 4:30 p.m.
RIO SKAMEN'S MISSION AND READING ROOM.—
Open daily. No. 83, Rua da Misericórdia. Divine Service
on Sundays and Wednesdays at 7 p.m. Sufferers free and
easy on Tuesday evenings at 7 p.m. Gifts of papers,
books, left off clothing, etc., may be sent to the above
address, or the Missionary will gladly call for them.
THOMAS HOOPER, Missionary.

Medical Directory

Dr. Cleary, Physician and Surgeon. Residence: 17, Rua
do Senador Vergueiro; Office: 87, Rua do Hospício, from
12 to 3 p.m.
Dr. W. J. Fairbairn, M. D. Edin. Surgeon and Physician.
Office: Rua 1.ª de Março, No. 95 from 11 to 1 p.m., and
4 to 6 p.m. Residence: Rua D. Mariana, N. 18,
Botafogo.

Traveller's Directory

RAILWAYS.

DOM PEDRO II.—Through Express: Central train
leaves Rio at 2 a.m.; arrives at Barra da Piraí at 7:25 a.m.,
Entre Rios at 8:30 a.m. and at 10:30 a.m. São Paulo train
leaves Rio at 6 a.m. arrives at Barra at 8:15 a.m. and Cachoeira,
where passengers for S. Paulo must change, at 12:19 p.m.
Entre Rios train leaves at 12:05 a.m. arriving at Porto Novo
da Cunha at 12:42. Downward, trains leave Barra at 3:15 a.m.
at Cachoeira (S. Paulo branch) 12:30 p.m. Porto Novo
at 1:05. Entre Rios at 3:10. The S. Paulo train arrives in Rio
at 6:15 and the Central train at 8 p.m.
Limited Express, leaves Rio at 7 a.m.; arrives at Barra
at 10:25. Entre Rios at 12:23 and Marinho Procopio (terminus)
at 6:35 p.m. S. Paulo branch leaves Barra at 11:30 and arrives
at Cachoeira at 6:25 p.m. From Entre Rios train leaves at
3:15 p.m. and arrives at Porto Novo at 6:05. Downward,
train leaves Marinho Procopio at 2:00 a.m. at Cachoeira 5:50
and Porto Novo 5:50, arriving at Rio at 5:10 p.m.
Mixed Train, leave Rio at 8:30 and 5:20 a.m. 3:15
and 5:10 p.m. first goes to Entre Rios arriving at 8:03 p.m. second
and third to Barra arriving at 9:10 a.m. and 3:15 p.m. and
third to Barra arriving at 7:25. Downward, trains leave Entre
Rios at 4:30 a.m. arriving at Barra 9:17 and Rio at 3:20 p.m.
leave Barra at 4 a.m. and 5:30 a.m. arriving in Rio at 9:15 a.m. and
1:15 p.m. and leave Barra at 5:10 a.m. arriving in Rio at 7:50.
Night service: Train leaves Rio at 10 p.m. every Friday,
arriving at Barra at 12:30 and Porto Novo at 5 a.m. Downward,
train leaves Porto Novo at 10:50 p.m. every Monday,
arriving at Barra at 3:15 and Rio at 5:50 a.m.
S. PAULO AND RIO.—Train leaves Cachoeira at 12:25
p.m. arriving at S. Paulo at 6:45 p.m. Downward train leaves
S. Paulo at 6:00 a.m. and arrives at Cachoeira at 12:03 p.m.
where passengers change to the D. Pedro II line.
CARVALHO R.—Leaves Niterói (Sant'Anna)
7 a.m., arriving at Nova Friburgo 10:53. Cordeiro (1 hour
per trainway from Casagrat) 1:03. Raturia train leaves
Cordeiro 9:15 and Nova Friburgo 11:27 a.m., arriving at
Niterói 3:10 p.m. A special Nova Friburgo excursion
train leaves Niterói at 3:15 p.m. and Rio at Nova Friburgo at
4 a.m. on Mondays, Thursdays and Saturdays. Ferry boat
runs between Rio and Sant'Anna, connecting with trains.
CORCOVADO R.R.—Trains leave the Station at Cosme
Velho, Laranjeiras, at 6, 8, 10, and 12 a.m. and 2, 4
and 6 p.m. on Sundays and holidays, and at 6:30 and 8:30 a.m.
and at 2 and 5:30 p.m. on week-days.
PETROPOLIS STEAMERS AND R.R.—Steamers leave
Trapique Mauá at 4 p.m. week days and 7 a.m. Sundays
and holidays. Returning, trains leave Petrópolis at 7:30 a.m.
week days, and 4 p.m. Sundays and holidays. Mixed
train: upward 6:30 a.m.; downward (from Petrópolis) 2:30
p.m., week days only.

Libraries, Museums, &c.

BRITISH SUBSCRIPTION LIBRARY.—Rua dos Ou-
tives, No. 53, 1st floor.
BIBLIOTHECA NACIONAL.—Rua do Passeio No. 48.
BIBLIOTHECA FLUMINENSE.—No. 62, Rua do Ou-
vidor.
MUSEU NACIONAL.—Praça da Acclamação, cor. Rua da
Constituição.
GABINETE PORTUGUEZ DE LEITURA.—No. 12
Rua Luiz de Camões.

Hotels.

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THE RIO NEWS

PUBLISHED TRIMONTHLY

for the mail packets of the 5th, 15th and 24th of the month.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, JUNE 15th, 1888.

THE last number of the *Revista Illustrada* contains a cartoon which ought to be engraved upon every public monument, not only in Brazil, but throughout all South America, as a perpetual reminder that a Republic is not the ideal government for malcontents and demagogues. It represents the Republic as a stately woman, who is waving back the horde of infuriated planters following her with the reminder that their hands are stained with the blood of slaves and would soil her garments. Angelo Agostini's inspired pencil has told many a wholesome truth and illustrated many a vital principle during its long and useful career, but never one more true and eloquent than this. The republic is not for men maddened at the loss of their slaves, clamorous for indemnity and burning for vengeance upon those who have brought this rule of injustice and oppression to an end; nor is it for men educated to the enjoyment of special rights and privileges, impatient of restraint and infatuated with the love of personal power and self-indulgence. The man who denies and opposes the equality of all men before the law is not a true republican, for in a republic the law is sovereign and privilege is usurpation. The dissatisfied planter may join the so-called republican party and seek to overthrow the government, but he is no more republican at heart now than he was six months ago when he lived wholly upon the fruits of slave labor and boasted of his allegiance to the throne, the church and the conservative party. No true republic can be established by such men, nor can a republican party worthy of the name be built up from such recruits.

It ought to be apparent by this time that there is something radically wrong with the sanitary condition of this city. The winter thus far has been exceptionally warm and humid and this, of course, accounts for much of the prevailing fevers, but it does not account for all. It is a very unusual thing to have so much yellow fever at this time of the year, and when to this is added the many cases of typhus, bilious, pernicious and intermittent fevers reported from almost every quarter of the city—not a few of which are purposely called by these names to conceal the existence of yellow fever—we certainly have enough to warrant the opinion that the sanitary commissions have not been doing their duty. If these reports are not sufficient then let any good observer go about the city after nightfall and note the pestilential smells to be found everywhere.

The origin of these offensive smells is not to be found in the drains, but more frequently in the unsanitary condition of private residences, badly-paved streets and vicious practices of the population. There is many a fine appearing residence in Rio de Janeiro whose sanitary condition is simply intolerable, and whose back yards and kitchens are fully as offensive as any *cortiço* in the city. We have seen the people residing in these fine dwellings—and not the servants either—throwing slops from their front windows upon the sidewalks—a practice as offensive to the eye as it is detrimental to health. The position of such people prevents their being called to a strict account by sanitary officials, and so the disgusting practice goes on. The condition of the streets also is a constant source of infection, owing to saturation of the soil with the slops from the houses and the washings of the pavement, and to the existence of low places which form pools of stagnant water. Many streets were very badly levelled, while others are always in a broken condition because of the heavy traffic carried on in them. Add to all these the many vicious practices which are common in this city, and we have a constant cause for the fevers and other diseases which give the place so bad a reputation. Instead of complaining about the misrepresentations of foreigners, the sanitary and municipal authorities should see that the most ordinary precepts of sanitary living be observed and that the streets be kept in a better condition. It is due to sheer negligence and offensive practices that so much sickness is to be found in Rio de Janeiro at this season of the year.

ALL the disinterested reports thus far received from the interior represent plantation affairs to be in a very satisfactory and hopeful condition. There are still a few who pretend to believe that the abolition of slavery is ruining the planters and that a great part of the present coffee crop will not be picked because of a scarcity of laborers, but much of this opinion is due to private and political reasons. The opponents of the government in this matter of abolition are determined to make this act appear as arbitrary and hurtful as possible in order to discredit the ministers and to force consideration of their claims for indemnification. They have made the most of the very few cases where the freedmen have left their old masters because of the cruel treatment heretofore received, and they are also playing every variation on the assertion that the debt-ridden planter will not be able to meet his obligations. They omit to mention, however, the actual fact that the freedmen are generally remaining on, or returning to the plantations on which they have been reared, and that they are working cheerfully and steadily for very moderate wages. And they omit to mention, also, that white laborers are turning up most unexpectedly in large numbers and that the present coffee crop is being picked just as well and just as expeditiously as in the palmiest days of slavery. A few days since a gentleman of our acquaintance was visiting the coffee districts of southern Minas when he was surprised at running across a party of 400 miners from Diamantina who had come down to seek work on the coffee plantations. Upon inquiry he learned that as soon as abolition was announced the poor whites of the campo and mining regions began to seek the cultivated districts in search of employment, and that they had been engaged as rapidly as they arrived. In the days of slavery there were no opportunities for these people simply because wages were not paid for labor, and they remained always miserably poor and idle; but now that slavery has been abolished and wages must be paid

for every man's labor, they are among the first to seek employment. And this certainly is not the least among the many beneficial results arising from the overthrow of this most unjust and hurtful institution. How far this movement extends among the poor white population of the country we do not know, but it is already large enough to show that by no possible means can there be a scarcity of labor where planters are willing to pay even the most moderate wages. And to secure this alternative a better time for the promulgation of the law of abolition could not have been found, for it comes at a time when the planters are obliged to meet their freedmen half way and to offer fair wages and good treatment at once. Had the law gone into effect only after the coffee had been picked, as many think should have been the case, then the planters would have been masters of the situation and trouble would have followed. The necessities of the moment, however, have forced both sides into an arrangement which affords a good starting-point for the future, and precludes in great measure all future trouble in the adjustment of the relations between planters and laborers. Another hopeful indication of which we have been informed is the tendency of many young men to take hold of the plantations, who have heretofore held aloof because of their antipathies to the system followed. The old planters, who find themselves unable to fall into line with the new conditions, are now willing to lease their plantations on favorable terms, and younger men, with little capital, are finding opportunities for their enterprise which never could have existed under the old regime. All things considered, the outlook is very hopeful, not only for the present crop, but for the future. Brazil has taken no backward step in this matter, and she certainly is not to be a loser for taking a forward step. Conformity with the laws of progress does not entail ruin and suffering, as some would have us believe, but must unerringly lead to prosperity and happiness. In the matter of the present crop, it is our private opinion, publicly expressed, that every berry will be picked, except in the few, very few cases where infuriated brutes have driven away their old slaves and are unwilling to pay wages for the laborers needed to do the work.

THE announcement that the Leopoldina railway and its branches had been disposed of to a syndicate of English capitalists, although not entirely unexpected, has caused an amount of speculation in the shares of the company and advance in the value of the subsidiary—or deferred—shares, that appears to an outsider to have no reason. We have often advocated the turning over to foreign experts of Brazilian railways, both private and government, because we are persuaded that the country at large will be benefited by economical management and the subsequent reduction in tariffs, but we cannot accompany our local colleagues in their glorification of the engineers of the present transaction, nor can we deduce from it any reasons to believe that it shows an improvement of Brazilian credit on the London market. The syndicate has made a purely commercial transaction; it has bought property which, rightly or wrongly, is considered to be a satisfactory investment, and there is no question whatever of credit, nor of glorifying the parties that had in hand an investment that proved tempting to the British capitalist, who finds more and more difficult every day in profitably employing his surplus funds at home. Of course the unlocking of the important sum now employed in the Leopoldina railway shares here, will redound to the benefit of this market. But the fact remains that under foreign control the net proceeds of its traffic must be remitted and whatever is the momentary relief, the drain

of money will shortly be felt. We believe the change is advantageous, and merely point out a feature that has, apparently, been overlooked by our local colleagues. The Leopoldina company has been about as well abused as could be possible; and its directors have met but little encouragement. They have, however, persevered and extending the system by provincial guarantees in one direction and the purchase of lines likely to serve their purpose in another, have secured a connection with this city, or, what amounts to about the same thing, a terminus at Niteroi, which renders the railway practically independent of the D. Pedro II. government, railway. It has been tolerably evident for some time past that an appeal for foreign assistance on the part of the Leopoldina had become a necessity, and when the report was received here we, in common with others, thought that the £2,000,000 raised in London would have sufficed for the urgent necessities of the road, and, considering the intense pride the Brazilian has in his local enterprises, thought that the railway would continue under native management. Greater pressure than we were cognizant of appears to have been exercised, and the result is the sale of the road. So important a sum as £7,000,000 is said to be sale price agreed upon, and some figures extracted from the official report presented to the shareholders on May 30th last may not be uninteresting to those who are likely to invest money in this undertaking. The extension of the line was 1,052 kilometres, of which 773 were in the province of Minas Geraes and 279 in the province of Rio de Janeiro, besides which various extensions are under survey, or construction, among which are the extension of the Muriahi, Minas Geraes, branch towards the Manhuass valley upon which the company has an interest guarantee of 7 per cent. on a capital of 5,400,000\$, and the Rio Bonito and Sumidouro branches in the province of Rio de Janeiro. The capital of the company, paid up, appears to have been on December 31st last:

68,000 shares at 200\$.....	13,600,000\$
182,000 „ „ 2\$.....	364,000\$
	13,964,000\$

The debenture debt was:	
Currency, 6½%.	15,279,800\$
Internal, gold 6%	
at 24d.....	4,838,000\$
Foreign, gold 5%	
at 24d.....	20,000,000\$
Internal, do do	6,000,000\$
	46,117,800\$

Or, in all..... 60,081,800\$

The subsidiary shares were issued to comply with the requisitions of the law for the issuing of debentures, and as these latter are cancelled, an equal sum is credited to capital account, or to these deferred or subsidiary shares. If therefore the company has been taken over for £7,000,000, there would remain after paying off present engagements about 10,000,000\$ for the completion of the branches under construction, or to be constructed. The receipts and expenditure for the past year were:

Revenue:	
First half, 765 k. in traffic.	1,170,618\$621
Second do 920 do	1,516,416\$218
	2,687,034\$839
Interest guarantee from the province of Minas.....	890,483 788
	3,577,518\$627
Expenses:	
First half.....	747,614\$512
Second do ..	960,059 772
	1,707,674\$284
	1,869,844\$343

The past year was an unsatisfactory one, owing to the short coffee crop. The service of the debenture debt is given as follows:

First half.....	648,119\$500
Second do	643,610\$410
	1,291,729\$910

This shows a balance of about 570,000\$, of which 470,498\$ were divided, but to complete the sinking fund for the latter half year, 136,000\$, the sum of 69,000\$ was withdrawn from "special reserve."

DEPARTMENT OF FINANCE.

From the *relatorio* presented by the minister of finance we extract such parts as are most likely to interest our readers.

The minister commences by stating that the short time, two months, during which he has had charge of the department prevents his furnishing as full reports as are desirable.

He found the Treasury in a relatively good position; the floating debt to a considerable extent had disappeared, and many of the difficulties encountered by his predecessors had been overcome. A balance of 5,200,000\$ existed in Rio and the provinces, and in London a sum sufficient to meet expenses abroad up to the end of next July.

The floating debt was:

Treasury bills.....	31,346,000\$000
Bank of Brazil, account current.....	3,030,938 971
Banco Internacional, balance (exchange).....	379,854 890
Province of Rio do.....	4,672,576 193
Leopoldina R.R. do.....	2,406,015 000
	41,835,385\$054

This debt and the deficits do not appear exaggerated to the minister, because Brazil requires supplies for its development that cannot be obtained by taxes without unduly oppressing, and perhaps destroying, industries which are being established in the country, and which should increase its importance.

But, even if the position of national finances were less embarrassing, if the deficits of the two fiscal years were justifiable, it seemed to him an imperious necessity, at a time when the system of labor was in a state of transformation, that the Treasury should be in a position to relieve itself of the floating debt and quietly meet the extraordinary charges, and to contract, as far as possible the circulation of paper money.

To this end the government determined to use the liberty granted in various articles of the laws Nos. 3,348, 3,349 and 3,351, of October 20th last year, and effected the credit operation which will be explained further on.

Fiscal year 1886-87.—The returns are defective, says the minister, for the data of the third semester are not all received. To give some idea of the result of the year, the receipts of the period not completed are taken to be equal to those of a similar period in 1885-86, while expenses are estimated from the balances of appropriations voted by the legislature, or of credits opened by the government under various decrees, as well as the surplus appearing in some appropriations. Thus a calculation is made as near as possible correct.

Revenue, shown in the synopsis:

Import duties.....	119,877,378\$88
Port dues.....	600,087 922
Export duties.....	26,514,789 487
Internal revenue.....	50,760,417 583
Extraordinary.....	3,612,480 606

Table No. 1.....	201,425,151\$476
Revenue, presumptive.....	9,678,078 692
	211,103,230\$168

Expenditure, effected, less the sum of 1,891,688\$917 for emancipation:

Dept. of Empire.....	12,917,263\$320
do Justice.....	8,504,600 307
do For. Affairs.....	1,284,341 175
do Navy.....	14,122,013 410
do War.....	20,153,590 842
do Agriculture.....	52,782,736 889
do Finance.....	86,880,833 358

Table No. 2.....	196,935,985\$361
Balances of credits voted and opened.....	34,727,935 842
	231,663,921\$203

Less balances to credit of certain appropriations.....	2,000,000 000
	229,663,921\$203

Leaving a difference of..... 18,560,691\$035

This, however, will not be the definite result of the year, because in this estimate neither special resources, nor the re-payment of Treasury bills, nor the withdrawal of paper money, are considered.

Adding, therefore, to the estimated expenditure..... 229,663,921\$203

Payment of Treasury bills..... 24,770,500 000

Withdrawals of paper money..... 7,500,000 000

The total expenditure reaches..... 261,934,421\$203

Adding to the revenue, viz..... 211,103,230\$168

Issue of nickel coins..... 303,000 000

Balances due banks and individuals..... 3,149,386 292

Emancipation fund..... 6,145,415 406

Deposits..... 12,234,034 735

Balance in money and bills brought over from 1885-86..... 6,029,457 816

229,383,524\$417

Apparent deficit is..... 32,550,896\$786

It appears that this deficit should be reduced by the amount of payments made on account of preceding fiscal years. Treasury bills have been carried over from year to year, says the minister,

and the payment of these amounted in the year under review to 10,998,000\$, and payments made in former years, but not entered, reached 1,086,895\$527, or together 12,084,895\$527, which sum deducted from the deficit above given reduces this to 20,466,001\$259.

The origin of this deficit is the expenditure with railways and other improvements, which in 1886-87 will exceed 26,000,000\$; therefore revenue would have been more than sufficient to meet expenditure but for these charges.

Fiscal year, 1888.—A minute report of this year cannot be made so early, for the monthly reports of a large proportion of the fiscal agencies have not been received. An estimate has been organized, which will be corrected and amplified when the details of the budget come up for discussion.

The ordinary and extraordinary revenue, under law No. 3,348 of October 20th, 1887, are estimated at..... 138,395,000\$000

Net deposits and the special revenue for the emancipation fund and colonization..... 8,087,000 000

146,482,000\$000

Considering, however, that not only did the revenue for the twelve months of 1886-87 reach 140,000,000\$, but that also there is not, at least for the present, a reason to suppose it will suffer any decrease; because if export duties fall off the receipts of the Post Office and of the tax on professions and trades should increase; there may be added the sum of..... 1,518,000 000

which will produce..... 148,000,000\$000

Ordinary expenditure as voted by law No. 3,349 was..... 141,230,104\$834

Engines for the cruiser *Albatroz*..... 1,100,000 000

Tamandare..... 271,483 000

Reforming the Post office..... 75,000 000

Civil registry..... 10,537,290 435

Payment to Duke of Saxe..... 1,200,000 000

Sanitary measures (cholera-morbus)..... 100,000 000

150,513,878\$269

There appears a deficit of..... 11,513,878\$269

This will show an increase through expenses with railways authorized by law No. 3,351 of October 20th last year, and through differences in exchange on realizing the operation authorized by Art. 15 of law No. 3,349, relative to the payment of the settlement with the Duke of Saxe.

Credits opened for material improvements, exclusive of those voted under law No. 3,351, amount to 20,711,000\$, which again show that the revenue of the state is sufficient to meet ordinary expenses.

Fiscal year, 1889.—The public revenue has increased during the two last years. Amounting to 120,051,701\$ in 1884-85; it reached 125,275,722\$ in the following year, and in 1886-87 was 140,494,784\$, with the modifications as shown in Table 3. The minister does not apprehend a decrease during the current financial year; hence the revenue was estimated to produce 140,000,000\$.

Import duties were estimated at 82,000,000\$ and as over 78,000,000\$ were collected in the two first semesters of 1886-87, when the old tariff was yet in force, it is to be expected that, with the revision of the tariff and the natural development of commercial transactions, this item of revenue will show an increase.

It may be said that in view of the great number of clearances towards the end of June, for importers then desired to avail of the lower duties, the referred to semesters show an excessive proportion of revenue, which should not enter into an estimate for an increase.

The synopsis shows, nevertheless, that in the third semester when duties were levied under the new tariff, and when clearances diminished through the over-stocking of the markets with goods imported in the second semester, the duties did not fall below 38,000,000\$.

Therefore, in the coming year as the markets must be regularly supplied and duties collected in conformity with the tariff approved by decree No. 9,746 of April 22nd of last year, the revenue, in all probability, will reach the sum estimated.

Export duties were estimated to produce 16,000,000\$. The abatement on this item, caused by the revocation of export duties on sugar, should be equalized, not only by the collection of the export duties on coffee, the crop of which in 1888-89 is said to be abundant, but also of those upon products of extractive industry, which are steadily growing and improving.

The tax on professions and trades should show an increase of 20 per cent., when the tables approved by decree No. 9,870 of February 22nd last are in force.

The revenue of the Mint is increased, because of the probable increase of silver coinage for the government, and for private individuals.

The product of ground rents (*foros*) is estimated at 1,000\$ only, because the increase of beaches (*terrenos de marinhas*) has been turned over to the

municipal chambers as was determined by § 3. Art. 8. of law No. 3,348 of October 20th last.

The figures of the estimate are higher than those of last year in relation to government railway revenue and to that of the Post Office in conformity with information furnished by the respective departments.

The result of collections made in the fiscal year 1886-87 showed that additions and subtractions should be made in various items; such as wharf dues, stamps, tax on passengers, D. Pedro II railway receipts, etc.

Comparison between revenue and expenditure.

The departments ask for..... 138,108,670\$831

and estimating revenue at..... 140,000,000 000

there is a balance of..... 1,891,329\$169

Net deposits..... 2,000,000 000

3,891,329\$169

Estimating Table C at..... 10,533,635 935

There is a deficit of..... 6,642,306\$766

which will disappear, not only through the reductions that the wisdom of the Chambers will order, but also through the scrupulous economy which the government proposes to employ in the execution of public affairs.

The budget estimates for 1889 are as follows.

Revenue:

Import duties..... 82,000,000\$000

Tax on free goods..... 700,000 000

Wharf charges..... 320,000 000

Storage..... 1,100,000 000

Port dues..... 440,000 000

Export duties..... 16,040,000 000

Internal revenue..... 39,400,000 000

140,000,000\$000

Special revenue..... 4,473,600\$000

Colonization, $\frac{1}{2}$ of the 5 per cent

surplus..... 1,736,800 000

Expenditure:

Dept. of Empire..... 8,928,675 497

do Justice..... 7,133,542 808

do For. Affairs..... 775,306 666

do Navy..... 11,257,970 125

do War..... 14,578,772 173

do Agriculture..... 36,686,183 201

do Finance..... 58,748,220 301

138,108,670\$831

Table A..... 327,330 014

do B..... 10,533,635 935

do C..... 148,969,642\$786

Revenue as above..... 140,000,000 000

The deficit appears to be..... 8,969,642\$786

The difference arises from the minister considering deposits as revenue and ignoring Table A which includes 206,552\$213 expended in sanitary measures to prevent an epidemic of cholera, and 120,783\$801 granted the war department for supplies.

LEGISLATIVE NOTES.

June 4.—In the Senate Sr. Saravia availed of a request for information regarding the Bahia and S. Francisco railway to make some sharp remarks on the Cayapó concession, and to address equally sharp remarks to the late government. Barão de Cotegipe replied, and stated the Bahia and S. Francisco railway was perhaps one of the most expensive in the empire; and this appears clear, for according to the extract from the Barão's speech published in the *Diário Oficial* each metre of the road from Alagoas to Villa Nova da Rainha was to cost 40,000\$. A rather scandalous scene ensued in the election of the officers of the Senate. On one ballot more votes were cast than there were senators present, and the election was made a political question, which prevented all debate on much more important matters. In the Chamber Deputy Rodrigues Peixoto presented the project of a law for the control of vagabonds. A curious question arose from the first secretary having ordered that several days' salary should be deducted from Deputy Zama's pay, during which Deputy Arajó Goes stated that he had upon one occasion lost (?) 800\$. The officers of the Chamber were elected.

Deputy Pedro Beltrão spoke on the navy bill, giving a lamentable description of the state of Brazilian men-of-war, and sharply attacking the government, as well as the republican movement. Deputy Nabuco declared that as an abolitionist he would lend his vote to the government. His speech was interesting, and produced an interruption from Deputy Ratinho, who stated that, freedmen in the United States had been persecuted, treated as the vanquished, shot, deported and exiled. Deputy Nabuco deplored race prejudices in the United States, and considers that Brazil is rather in a better position in this respect. His attacks on ministers were only made to destroy cabinets, and he did not desire to overthrow the present government. The organization of life senatorships must be abolished, and the speaker made pertinent, if painful, criticisms on his political co-religionists. As the speech of Sr. Nabuco was much applauded, his ideas would appear to have been in accordance with those of his hearers.

June 5.—The Senate adjourned without a session in respect for the death of Senator Carrão. In the Chamber Deputy Coelho Rodrigues project for reforming various articles of the Constitution was

thrown out. Deputies Mancio Ribeiro, Afonso Celso Jr. and MacDowell spoke on the army and navy bills; the second discussing the latter bill, while the others merely occupied valuable time in ventilating personal squabbles in the province of Pará. Deputy Afonso Penna replied to the aspersions cast by Deputy Nabuco on the liberal party which he considers to be quite in condition to undertake the government of the empire.

June 6.—In the Senate Sr. Silveira Martins made an appeal for the extension of railways, improvement of ports and special tariffs for the province of Rio de Grande do Sul. Senator Candido de Oliveira opened the debate on the reply to the Speech from the Throne; he referred to the sudden change in the opinion of the deputies on the question of abolition, to the enlistment of conservatives in the republican party, and prophesied that the conservative party might be called upon to propose the republic, in the same manner that it had passed the abolition law. The Speech promises no less than 13 reform measures, but a month of the session had passed and the Senate had not yet been called upon to discuss the first administrative laws. He considered a dissolution of the Chamber necessary and said that the liberal ideas were an amplification of the electoral census, self-government for the provinces and decentralization. Senator Correia replied, defending the Chamber and the government against the attacks of the preceding speaker. In the Chamber the army bill passed third reading. The session was of no general interest, except perhaps as to the reply of Deputy Nabuco and the speech of Deputy Afonso Celso Jr. in which he asked the minister of empire for an opinion as to the legality of municipal chambers petitioning for a reform of the Constitution, and to which a very non-committal answer was made.

June 7.—In the Senate there was no quorum. In the Chamber Deputy Afonso Celso Jr., apparently in a humorous vein, inquired why, if it was considered necessary to appoint a legal adviser to the post office, there had not been appointed a consulting physician, engineer, etc. The minister of agriculture replied that the law authorized the nomination of a legal adviser, but did not authorize those of the other officials referred to by the preceding speaker. Deputy Balthões Carvalho made a heart-rendering appeal for the pauper patients of Rio de Janeiro, reduced to this state by the abolition law, and Deputy Coelho Rodrigues defended his project for a reform of the Constitution. Deputy Lourenço de Albuquerque read Deputy Nabuco a lesson on the proprieties of the liberal party, which the latter appears to have violated.

June 8.—In the Senate there was no session. In the Chamber Deputy Afonso Celso Jr. presented the project of a law to substitute capital punishment by imprisonment for life. Deputy Matta Machado asked for detailed information as to the cost of installing colonies in government colonies. Deputy José Marcellino presented a project for a law to grant guarantees of interest and the right of issue to agricultural banks. The mining law of Deputy Pedro Luiz was read a second time and sent to the committee. The navy bill was discussed by the minister of marine, Deputies Pedro Luiz, who does not appear to have entirely accepted the abolition law, Arajó Goes and Ratinho. The debate had little to do with the navy, but will prove interesting to the constituents of the various speakers.

June 9.—In the Senate Sr. Afonso Celso asked for information as to the proposed connection of railways in the northern provinces, and if any decision had been arrived at to the taking over by the government of the São Paulo line. The senator favors, apparently, the absorption by the government of guaranteed lines, while at the same time various railways here are disposing of their lines to foreign capitalists. In reply the premier stated that the question was under examination, but the solution depended on the necessary credits. Senator Viriato de Medeiros also advocated the purchase by the state of the Recife and São Francisco and Bahia and São Francisco railways. The premier in a long and able speech clearly defined the policy of the government. Considering the abolition question as a social, and not a political problem, there was no reason why the law should not be passed by the conservative party, and he proceeded to defend his position against the attacks of his former co-religionists, to our mind in a masterly manner. The premier promises a reform of the judiciary, increased privileges for the provinces, a labor law, and expressing no apprehension from the recent republican manifestos closed his speech as follows, "I am not afraid of these *frangueiros* (liberties?) and I declare that so far as is possible, without peril to the unity of the country, I will go." Senators Franco de Sá and Barão de Cotegipe replied. The former recognized the necessity that the premier, a member of the Rio Branco government, should be called to finally decide the abolition question, but had something to say in favor of his (liberal) party. The Barão proposed to introduce a bill for the indemnity of ex-slave owners, and seemed to threaten that the republican party would pass this, if it should be rejected by the conservatives and liberals. The Barão's speech, as is usually the case, was sarcastic and biting, and more than once produced hilarity. In the Chamber there was no quorum.

June 11.—In the Senate Sr. Viriato de Medeiros asked for information as to the value of the steamers of the United States and Brazil Mail Steamship Company. Senator Saravia objected to some of

For the same time the daily foreign clearances at the custom house have been:

33,456	bags for the United States
6,602	Europe
1,000	Cape of Good Hope
3,753	Elsewhere
43,811	logs.

The vessels cleared with coffee are:

United States:	Age.
June 7 New York Blg str <i>Hipparchus</i>	21,338
7 do Ger str <i>Savona</i>	2,080
8 do Amer str <i>Advance</i>	18,016

Europe:

June 4 Hamburg Ger str <i>Corymba</i>	1,293
4 Havre Fr str <i>Ville de Macé</i>	108
5 London Br str <i>Elle</i>	1,000
Antwerp do.....	300
8 Trieste Ital str <i>Fauvel</i>	2,050
11 Hamburg Ger str <i>Savona</i>	2,050
11 Antwerp do.....	110
11 Mediterranean Ital str <i>Vittoria</i>	1,650

Elsewhere:

June 8 River Plate Fr str <i>Congo</i>	1,911
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Receipts for the past ten days have averaged 6,634 bags per day, against 3,879 for the preceding twelve days. The daily average since the 1st inst. is:

5,689	bags
6,130	in 1887
4,946	1886
6,044	1885
5,779	1884
7,430	1883
8,161	1882

Brokers' quotations this morning were:

Washed	per 100 lbs.	per arroba
Superior	4.700—5.300	7.800—8.700
Good first	4.000—5.800	7.200—8.600
Regular first	4.600—5.200	6.800—8.200
Ordinary first	4.300—5.100	6.300—7.600
Good second	4.200—5.000	6.000—7.300
Ordinary second	3.900—4.700	5.800—7.000
Capitania	nominal	nominal
Escalita	2.380—2.930	3.500—4.300

as, as we say above, these must be considered nominal. Stocks were this morning estimated to be from 80,000 to 85,000 bags in first, and about 13,500 bags in second hands awaiting shipment.

Vessels loading and to load.

New York Br str <i>Bela</i>	21,000
do <i>Hally</i>	4,000
Antwerp Blg str <i>Leblais</i>	600
Hamburg Ger str <i>Parangana</i>	4,000
Trieste Aust str <i>Sachsen</i>	1,400

DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO.

Receipts	Shipments	Clearances	Stock	Average price
June 4	3,470	3,470	3,470	24.716
June 5	3,064	3,064	3,064	24.716
June 6	5,801	5,801	5,801	24.716
June 7	3,508	3,508	3,508	24.716
June 8	5,654	5,654	5,654	24.716
June 9	7,069	7,069	7,069	24.716
June 10	4,465	4,465	4,465	24.716
June 11	8,042	8,042	8,042	24.716
June 12	7,089	7,089	7,089	24.716
June 13	10,597	10,597	10,597	24.716
June 14	73,924	73,924	73,924	24.716
June 15	1,731,519	1,731,519	1,731,519	24.716

Freight per steamer, 2 1/2 per cent.

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Imports.

The markets have generally been quiet since our last report. Receipts of flour have been moderate, but more than sufficient to meet the demand, and prices show little change. A cargo of Pitch pine has arrived, but is not yet reported sold; the market is steady for this quality, while for White it has become very flat under reports of large shipments. Kerosene is also flat for this same reason. Lard is firm and higher. Receipts of Coal and Rice have been large, but these articles are now imported entirely for account of dealers. Indian Corn has continued to advance; the higher prices are however likely to attract the attention of River Plate shippers, and our supply from that quarter likely to increase.

Flour.—Receipts since our last report have been:

New Light, from Baltimore:	
Castilla	1,450 bbls.
Colonia	1,000 "
Silver Spring	1,000 "
Mt. Vernon	850 "
	4,300 bbls.

Vega, from Richmond:

Haskell	2,000 bbls.
Crawshaw	2,500 "
Clara	480 "
	4,980 "

Bela, from River Plate:

1,700 bags	850 "
	10,630 bbls.

Sales and withdrawals for the same time amount to about 9,000 bbls. and brokers estimate the stock in first hands at 29,000 bbls. American.

The market is reported quiet, but firm at the following quotations:

Trialste	nominal
Richmond 1st	14.750—15.750
do 2nd	12.750—13.750
Baltimore 1st	15.000—15.500
do 2nd	14.250—14.750
Western & Int.	14.000—15.000
Chili	nominal
River Plate	11.500—13.000
New Zealand	nominal
City Mills	12.000—15.500

Pitch Pine.—Receipts are 551,000 feet per Zulmira from Brunswick, not yet reported sold. Last sale was at 24,500 per doz. and the market is about steady.

White Pine.—Receipts nil, but shipments advised are considerable and the market is very flat; 100 rs. per foot is the somewhat nominal quotation to-day.

Spruce Pine.—Nothing new.

Swedish Pine.—There have been orders given for various cargoes, but neither the names of the vessels, nor the ports of shipment are allowed to be made public.

Kerosene.—No receipts. There is a large quantity afloat and the market is weak. The quotation furnished us is 68,000 per case.

Lard.—Receipts nil. Brokers quote the market firm at 38 1/2 rs. per lb.

Corn.—Receipts all to companies and dealers are:

2,261 tons per <i>Prince Umberto</i>	from Cardiff
2,302 " <i>Prince Frederick</i>	do
2,109 " <i>Waratah</i>	do
1,068 " <i>Erminia</i>	do
1,147 " <i>Freya</i>	from Sweden
380 " <i>Aras</i>	do
787 " <i>Harry</i>	do
460 " <i>Eda</i>	from Leith
410 " <i>Anna</i>	do
410 " <i>Alida</i>	from Sunderland
705 " <i>Sea Breeze</i>	from Newport
705 " <i>Prince Regent</i>	do

Cement.—Receipts nil, and all quotations are nominally unchanged.

Rice.—Receipts have been 17,500 bags per *Dindon* and 20,500 bags per *Mary Blundell*, from Rangoon to dealers. Since the 1st inst. about 2,400 bags have been received via Europe, in addition to the two cargoes reported, but quotations are unchanged at 85,500—86,000 per bag.

Rosin.—Receipts nil, and quotations are still 68,500—118,000, as to quality and weight.

Turpentine.—Receipts nil, and there appears to be a scarcity of the article. Brokers advance quotations somewhat, viz: 480—500 rs. per kilo.

Brass.—The receipts of foreign are 2,000 hogs River Plate, and quotations are 28,500—29,000 per bag.

Hay.—No receipts. We may quote at 78—80 rs. per kilo from dealers.

Indian Corn.—The *Elber* brought 300 bags and the *Bela* 1,500 from the River Plate, and the market is reported very firm. River Plate maize is quoted at 48,000—50,000 per bag, and native, Penad, at 38,000—39,000.

Codfish.—Receipts are about 600 cases Norwegian to dealers. There is little movement in the market, and prices remain as at date of our last.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

June 1. *Baltimore*—Amer bk *New Light*; 450 tons; Dague; 34 ds; flour to Watson, Ritchie & Co.

June 7. *SWANSEA*—Nor bk *Anno*; 276 tons; Wingard; 46 ds; coal to João Correia Pacheco & Co.

RANGON.—Br bk *Bildon*; 599 tons; Galloway; 93 ds; rice to Watson, Ritchie & Co.

June 8. *BURNSWICK*—Port bk *Zulmira*; 866 tons; Lima; 70 ds; pine to Venceslao Guimarães & Co.

SWANSEA—Nor bk *Bela*; 357 tons; Andersen; 46 ds; coal to Watson, Ritchie & Co.

—Br bk *Harry*; 524 tons; Evans; 47 ds; coal to Thomas Hudson.

LEITH.—Nor bk *Emma*; 395 tons; Olsen; 63 ds; coal to João Correia Pacheco & Co.

CANBERRA.—Br bk *Prince Umberto*; 1,400 tons; Keane; 54 ds; coal to Royal Mail.

—Br ship *Prince Frederick*; 1,475 tons; Rutter; 51 ds; coal to order.

—Br ship *Wassenaar*; 1,336 tons; Blane; 57 ds; coal to Norton, Meggs & Co.

—Br bk *Erminia*; 630 tons; Davies; 45 ds; coal to order.

RANGON.—Br bk *Mary Blundell*; 829 tons; Williams; 82 ds; rice to order.

MACAO.—Nor bk *Fortuna*; 440 tons; Larsen; 14 ds; salt to order.

June 9. RICHMOND.—Nor bk *Vega*; 393 tons; Larsen; 55 ds; flour to Phillips Brothers & Co.

SUNDERLAND.—Nor bk *Sea Breeze*; 666 tons; Kittelsen; 56 ds; coal to Belmiro Rodrigues & Co.

June 10.

CARIBBY.—Nor bk *Freya*; 816 tons; Eliassen; 50 ds; coal to Belmiro Rodrigues & Co.
LEITH.—Nor bk *Alpha*; 476 tons; Eliassen; 65 ds; coal to João Correia Pacheco & Co.
NEWPORT.—Nor ship *Prince Regent*; 1,332 tons; 60 ds; coal to D. Pedro II railway.
SANTA HELENA.—Br lug *Earnest*; 161 tons; Heide; 15 ds; salt to order.
MACAO.—Br lug *Martha Perceval*; 249 tons; Hawes; 18 ds; salt to order.
BAHIA.—Br lug *Immaculada Conceição*; 233 tons; Calvo; 10 ds; sundries to order.

DEPARTURES OF FOREIGN VESSELS.

June 4.

TYBER.—Br ship *Algoa*; 1183 tons; Veno; ballast.
SHIP LEITH.—Nor bk *Carricks*; 913 tons; Gundersen; do.
CARIBBY.—Nor bk *Flora*; 740 tons; Halvorsen; do.
ANTONIA.—Nor lug *Gjallarhorn*; 239 tons; Leonardsen; sundries.

June 5.

CARIBBY.—Br ship *N. B. Lewis*; 1235 tons; Gullikson; ballast.

June 6.

PARANAGUA.—Nor bk *Urd*; 202 tons; Overgaard; sundries.

SANTOS.—Amer bk *Yamoyeni*; 463 tons; Davison; do.

June 8.

MOSSORÓ.—Br lug *Hebe*; 243 tons; Rowe; ballast.

June 10.

QUEBEC.—Swe ship *Senator Weber*; 1266 tons; Wincke; ballast.

June 11.

BARBADOS.—Br ship *Princess Alexandra*; 1281 tons; Raine; ballast.

BAHIA.—Nor bk *Laura*; 359 tons; Hansen; ballast.

PENEDO.—Nor bk *Solegnia*; 350 tons; Colliers; do.

June 12.

SAVANNAH.—Br lug *Hans Thui*; 389 tons; Benisen; ballast.

BARBADOS.—Nor bk *Narven*; 438 tons; Svendsen; do.

—Br bk *Virginia L. Stafford*; 482 tons; Lawrence; do.

June 13.

SYDNEY.—Br bk *Mary I. Baker*; 1016 tons; Sewell; ballast.

—Nor lug *Vicia*, hence for Channel L. with 5,300 bags sugar, sailed on May 2nd.

—Br ste *Diamantina*, for the Nacional de Navegação company arrived here on the 12th inst. from Stettin, via Lisbon and St. Vincent.

CLEARED AND READY FOR SEA.

SYDNEY.—Nor bk *Magdalena* ballast
NOVA SCOTIA.—Br bk *Osmond O'Brien* do
GUAN.—Swe lug *Henry* do
do *H. W. Palmer* do
do *Northumbria* do
do *Clarence* do
do *Carlew* do
do *Campanero* do
do *Riversdale* do
do *Campanero* do
do *Elmhurst* do
do *Clarence* do
do *Pr. Umberto* do
do *Pr. Frederick* do
do *Warsaw* do
do *Elmina* do
do *Mary Hamilton* do
do *Earnest* do
do *M. Perceval* do

FREIGHTS AND CHARTERS.

The following charters are reported since our last: Sweed sch. *Mortina*, salt, from Macao to Rio, 400 rs. Sweed bk *Actis*, salt, from Macao to Bahia or Rio, 320—380 rs. and Dan by J. P. Larsen, salt, from Macao to Rio, 400 rs. Nor bk *Solegnia*, cotton seed, or oil cake, Penado to Liverpool or Hull, 30s. Br bk *Carlew*, sugar, from Bahia to the United States, 125 ds. to Halifax, 125, to United Kingdom, 205, Channel F. to between Havre and Bordeaux, 226 ds. Nor bk *Cardinal* and Sweed lug *Benden*, matte, from Parangaguá to River Plate, 1/4—1 real and Dan by *Familien Haab*, do, do, 1—1 1/4 real.

Freights—Steamer:

New York	35c per bag
New Orleans	45c do
London	30s per ton
Liverpool	30s do
Antwerp	25s do
Hamburg	25s do
Havre	25s do
Bordeaux	25s do
Marseilles	25s do
Tripoli	30s do
Trieste	35s do
United States, North	170—175 per ton
United States, South	nominal 150—200 do
Channel F. O.	75s 6d—30s do
Lisbon L. O.	75s 6d—30s do

VESSELS AFOAT & LOADING FOR RIO.

<i>Alce</i>	Bermuda	18 Apr.
<i>America</i>	Oporto	18 Apr.
<i>Adonis</i>	Marseilles	18 Apr.
<i>Arctis</i>	London	18 Apr.
<i>Arctis</i>	Rosario	18 Apr.
<i>Amey</i>	Baltimore	30 Apr.
<i>Antagonist</i>	Swansea	14 Apr.
<i>Arctis</i>	Marseilles	14 Apr.</

Insurance.**BRITISH & FOREIGN MARINE INSURANCE COMPANY, LIM'D.**

Capital £1,000,000 sterling

Agents in Rio de Janeiro

Swanwick & Gordon,

31, Rua General Camara. Telephone No. 427.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, OF LONDON. FIRE AND MARINE.Fire Risks
Authorized 1870Marine Risks
Authorized 1884.

Agents for the Empire of Brazil

Wilson Sons & Co. Limited.

No. 2, Praça das Marinhãs.

GUARDIAN FIRE AND LIFE INSURANCE CO.

Agents in Rio de Janeiro

Smith & Youle.

No. 62, Rua 1 de Março.

HOME AND COLONIAL MARINE INSURANCE CO.

Agents for the Empire of Brazil

Norton, Megaw & Co.

No. 82, Rua 1 de Março, Rio de Janeiro.

LONDON AND LANCASHIRE FIRE INSURANCE CO.

Agents in Rio de Janeiro

Watson Ritchie & Co

No. 25, Rua de Theophilo Ottoni.

NORTHERN ASSURANCE COMPANY.

Agents in Rio de Janeiro:

Okell, Mourão & Wilson,

87, Rua Visconde de Inhamã.

Telephone No. 193.

NORWICH UNION FIRE INSURANCE SOCIETY.

Established 1797

Losses paid..... £5,500,000

Agents in Rio de Janeiro

Swanwick & Gordon,

31, Rua General Camara. Telephone No. 427.

PHENIX FIRE OFFICE.

Established 1782

Agent in Rio de Janeiro

E. W. May,

Rua do Visconde de Inhamã, No. 16.

ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL.

Capital..... £2,000,000

Accumulated Funds..... £6,000,000

Insures against the risk of fire, houses, goods and merchandise of every kind at reduced rates.

John Moore & Co. agents.

No. 8, Rua da Candelaria

THE MARINE INSURANCE COMPANY LIMITED.

Capital..... £1,000,000 sterling

Reserve fund..... £ 450,000 "

Agents in Rio de Janeiro

Phipps Brothers & Co.

Rua do Visconde de Inhamã, No. 16.

Shipping.**THOMAS NORTON'S**

OLD REGULAR LINE OF SAILING PACKETS

BETWEEN THE

UNITED STATES AND BRAZIL PORTS

Established in 1865

Loading Berth: Covered Pier No. 17, East River.

For Freight and General information apply to

Thomas Norton,

104 Wall St., New-York.

Steamships.**ROYAL MAIL STEAM PACKET COMPANY.**

Under contracts with the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES, 1888

Date	Steamer	Destination
June 16	Tamar.....	Montevideo and Buenos Ayres.
" 22	Nile.....	Southampton and Antwerp calling at Bahia, Pernambuco S. Vincent, and Lisbon.
" 28	Trent.....	Santos, Montevideo and Buenos Ayres.

This Company's steamers leave Southampton every alternate Thursday, and Rio de Janeiro, homeward, every alternate Tuesday.

Insurance on freight shipped on these steamers can be taken out at the Agency.

For freight, passages and other information apply to

E. W. MAY, Supt. Maritima.

Rua do Visconde de Inhamã, No. 16.

Sobrado.

Phipps Brothers & Co.

Agents.

UNITED STATES AND BRAZIL MAIL STEAMSHIP CO.

CARRYING THE U. S. AND BRAZILIAN MAELS

SAILINGS FOR NEW YORK:

ALLIANCE, Captain Beers..... 28 July
 ADVANCE, " Griffiths..... 18 Aug.
 FINANCE, " Baker..... 8 Sept.

The fine packet

FINANCE,

Captain BAKER

on return from Santos will sail 30th June at 10 a.m. for

NEW YORK

calling at

BAHIA, PERNAMBUCO, MARANHAM,

[entering the two last named ports]

PARÁ, BARBADOS and St. THOMAS

Passage Rates

To	Liverpool.....	Cadiz.....	average.....
	\$220	\$220	gold
	New York.....	\$148	\$75 "
	" & back.....	\$278	" "

For passages and information apply to

Wilson, Sons & Co., Limited; Agents

No. 2 Praça das Marinhãs

And for cargo to

W. C. Peck.

No. 6, Praça do Commercio

LIVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS.

UNDER CONTRACT WITH THE

BELGIAN AND BRAZILIAN

GOVERNMENTS.

INTENDED SAILINGS FROM RIO IN JUNE.

To New York:

Bida..... June 16th
 Hazley..... " 23rd
 Humboldt (loading in Santos also)..... 30th

To Southampton

(for London) and Antwerp:

Galileo (Belgian Mail steamer)..... June 23th

For Other Ports:

A steamer for New Orleans if sufficient inducement offered.

To Rio Grande Ports:

Cavour..... Weekly.
 Chatham..... " "
 or Cassing..... " "

Mails are closed as announced by the Post Office.

For cargo apply to

Wm. R. McNiven,

89 Rua 1 de Março.

For passages, parcels, specie, etc., to the

Agents—NORTON, MEGAW & Co.

82 Rua 1 de Março.

Banks.**ENGLISH BANK OF RIO DE JANEIRO (LIMITED)**

HEAD OFFICE IN LONDON

BRANCHES IN BRAZIL:

Rio de Janeiro, Pará, Pernambuco, Bahia, Santos, São Paulo and Porto Alegre.

BRANCH IN THE RIVER PLATE:

Buenos Aires.

Capital..... £ 1,000,000
 Date, paid up..... £ 500,000
 Reserve Fund..... £ 185,000

Draws on

THE LONDON JOINT STOCK BANK,

and transacts every description of Banking business.

LONDON AND BRAZILIAN BANK, LIMITED.

HEAD OFFICE: LONDON

BRANCHES:

LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA, RIO DE JANEIRO, SANTOS, SÃO PAULO, RIO GRANDE DO SUL, PELOTAS, PORTO ALEGRE, MONTEVIDEO, AND NEW YORK.

Capital..... £ 1,250,000
 Capital paid up..... £ 625,000
 Reserve Fund..... £ 375,000

Draws on:

Messrs. GLYN, MILLS, CURRIE & Co.,

LONDON,

Messrs. MALLET FRÈRES & Co.,

PARIS,

Messrs. J. H. SCHRÖDER & Co.,

HAMBURG.

BANCO INTERNACIONAL DO BRAZIL.

22, Rua da Alfandega, 22

Capital..... 20,000,000\$000

THIS BANK DRAWS ON ITS

LONDON OFFICE

ALSO ON

London and County Banking Company Limited..... London.

Banque de Paris and des Pays-Bas..... Paris.

Deutsche Bank..... Hamburg.

Banque d'Anvers..... Antwerp.

Banca Generale, and agencies..... Rome, Genoa, Naples, Milan, and other Italian cities.

Banco Hipotecario de Espana, and agencies..... Madrid, Barcelona, Cadiz, Malaga, Tarragona, Valencia, and other cities in Spain and the Canary Islands.

Banco de Portugal, and agencies..... Lisbon, Oporto, and other Portuguese cities.

English Bank of the River Plate, Limited..... Buenos Ayres.

Messrs. G. Amsinck & Co..... New York.

Buys foreign exchange on all points. Grants letters of credit for travellers and for commercial purposes. Receives consignments of coffee and other produce for shipment, and advances on same as agreed upon. Advances made on coffee and other merchandise in accordance with the statutes of the bank, and transacts every other description of banking business.

CRASHLEY & Co.,

Newsdealers and Booksellers.

Subscriptions received for all the leading English and American newspapers and periodicals. Agents for

The European Mail.

A large assortment of English novels, of the Tauschnitz Editions, of the Franklin Square Library and of the Lovell Library constantly on hand.

Views of Rio and neighbourhood.

Orders received for Scientific and other books.

Agents for Longwell's Rubber Stamps.

Dealers in Alkasson's, Piesse & Lubin's and Royal Perfumeries and Pear's Soap.

No. 67, Rua do Ouvidor.

PHOTOGRAPHIA ALLEMÁ

ALBERTO HENSCHEL & Co.

No. 40, Rua dos Ourives

Photographs of every description taken with the greatest perfection.

View of Rio de Janeiro and vicinity.

Views from the Northern Provinces taken by Mr. Maurice Lumburg during a three years journey made for that special purpose.

14-22.

ENGLISH CRICKET GROUND.

RUA DO PAYSANDU

Sunday, June 17th 1888.

GRAND OPENING DISPLAY

OF

Magnificent Fireworks and Fairylike Illuminations

BY

MR. JAMES PAIN

SOLE PYROTECHNIST TO HER MAJESTY

THE QUEEN,

on which occasion the grounds will be brilliantly illuminated with thousands of variegated prismatic lamps and Japanese lanterns, forming a scene of unrivalled beauty.

The programme will include:

Immense set pieces,

Huge fire portraits,

Dazzling devices,

Magnesium balloons,

all of which will be on a scale of magnificence never before attempted in Brazil.

During the evening a choice selection of music will be performed by a Military Band.

Admission:—one mil réis.

Grand stand:—one mil réis extra.

Promenade concert and illuminations..... 7.30

Firework display..... 8.30

PIANO FOR SALE.

A fine new piano from one of the first firms in Germany, is to be sold.

Apply at Livraria Laemmert.

66 Rua do Ouvidor.

HOLMAN'S LIVER PADS.

GENUINE CARLSBADER SALTS

For sale by

Anré d'Oliveira & Gad,

Druggists.

No. 14, Rua Sete de Setembro.

WINES.

PORT, SHERRY AND MADEIRA

Imported by

Andrew Steele & Co.

No. 75, Rua 1 de Março.

VISITING CARDS

of all sizes and styles, executed with neatness and dispatch, at

No. 79, SETE DE SETEMBRO,

1st Floor.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of this article of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are fostering around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—*"Civil Service Gazette."*

Made simply with boiling water or milk. Sold only in half-pound tins, by Grocers, labelled thus:

JAMES EPPS & Co., Homoeopathic Chemists,

London, England.

THE RIO NEWS

Published three times a month for the American and

European mails.

The Rio News was established under its present title and management on the 1st of April, 1879, succeeding the *British and American Mail*. Although the style, title and frequency of issue were changed at the time of transfer, the designations of number and volume were continued unbroken. At the beginning of 1888 the style of the publication was still further changed by an increase from four to eight pages, and a diminution in the size of the paper. This change not only largely increased the size of the publication, but it added greatly to its convenience for office and reference use.

With the beginning of its 15th volume (January, 1888) the editors feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have thus far been received, and in advising their patrons that no deviation whatever from them will be made. The *Rio News* will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian news or policy which may have more or less bearing upon any and all enterprises and investments. In its discussions it will treat every question frankly, and for the opinions expressed the editors will hold themselves personally responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil.

In addition to a large circulation in the United States and Europe, where its commercial reports are much appreciated, the *Rio News* has a wide circulation throughout Brazil, thus making the paper a valuable advertising medium. The rates charged are 15¢ per inch per quarter, with a reduction of 20% for additional space and time.

TERMS:

One year's subscription..... 20\$000

English and American subscriptions..... £2 or \$10

All subscriptions should run with the calendar year.

BUSINESS AND EDITORIAL ROOMS:—

79, Rua Sete de Setembro.

POST-OFFICE ADDRESS:—CAXA no Correio, A.

TYP. ALMEIDA, 79, Sete de Setembro.